



Flying Operations

***AIRCREW STANDARDIZATION/EVALUATION PROGRAM
PARAGRAPH 7 - LOCAL PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

OPR: 944 OG/OGV (Maj G. Bembenek)
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SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed. This supplement incorporates text reformatting, updates referenced publications short titles, and incorporates the information, procedures, and guidance formerly in AFI 11-408/944 FW Supplement.

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7.1. Purpose. This supplement prescribes specific functions, policies, responsibilities and requirements of the Standardization/Evaluation function for the 944th Fighter Wing (FW)/302d Fighter Squadron (FS). The 944th Operations Group Standardization/ Evaluation Section (Stan/Eval), 944 OG/OGV, is established under the 944th Operations Group Commander (OG/CC) to ensure standardization of squadron stan/eval sections and administer stan/eval programs directed by AFI 11-202V2, *Aircrew Standardization/Evaluation Program*, and the 944 OG/CC.

7.2. Applicability. This supplement is applicable to all assigned and attached pilots of the 302 FS/944 FW and any guest pilot who flies with the 302 FS/ 944 FW.

7.3. Recommended Changes. Proposed changes to this supplement will be submitted via AF Form 847, **Recommendation for Change of Publication**, via 944 OG/OGV to 944 OG/CC.

7.4. Stan/Eval Organization and Manning:

7.4.1. Organization. The 944 FW/302 FS Stan/Eval programs are combined. The Chief of Stan/Eval is assigned to the 944 OG and is responsible to the 944 OG/CC for the supervision of the unit Stan/Eval program. Stan/Eval Flight Examiners (SEFE) will be selected by both the 302 FS/CC and 944 OG/CC and be designated by the 944 OG/CC to implement this program.

7.4.2. Stan/Eval Manning. Manning is directed by AFI 11-202V2 and authorized by unit manning documentation.

7.4.3. Flight Examiner Upgrade Procedures and Program:

7.4.3.1. When a SEFE vacancy exists, 302 FS/CC will submit a list of eligible pilots to 944 OG/CC for selection to upgrade as a SEFE.

7.4.3.2. Current instructor pilots selected by the 302 FS/CC and 944 OG/CC to become SEFEs will complete a SEFE Upgrade Program administered by 944 OG/OGV. The goal of this program is to provide the SEFE candidate with a working knowledge of the Air Education and Training Command (AETC) Stan/Eval Program as implemented by 944 OG/OGV. The upgrade program is outlined in the SEFE Upgrade Checklist (Attachment 11) and includes: review of applicable regulations, unit stan/eval policy, duties, briefing guides, evaluation procedures and testing procedures. The SEFE Upgrade Checklist will be used to monitor the upgrade program of each SEFE candidate.

7.4.3.2.1. SEFE candidates will successfully complete a 15-question written SEFE test with an 85 percent corrected score in accordance with the SEFE Upgrade Checklist. SEFE test questions will be maintained as part of the test bank in the Stan/Eval Computer Testing Program. The following are sources for this exam: AFI 11-401, *Flight Management*; AFI 11-202V2; AFI 11-202V2/944 FW Supplement; and AFI 11-2F-16V2, *F-16 Aircrew Evaluation Criteria*.

7.4.3.2.2. Following completion of SEFE training, upgrading SEFEs will administer and document both an Emergency Procedures Evaluation (EPE) and a flight evaluation while being

evaluated by the Chief of Stan/Eval or 944 OG/CC (if qualified as a SEFE). These evaluations will be documented on an AF Form 8, **Certificate of Aircrew Qualification**, as spot evaluations with explanation in the Additional Comments paragraph of the Examiner's Remarks section that this was a SEFE objectivity evaluation.

7.4.3.2.3 If a SEFE fails a SEFE objectivity evaluation, the 944 OG/CC must be notified. If the 944 OG/CC allows a reevaluation, then additional training will be assigned. The Chief or Assistant Chief of Stan/Eval will review completion of the additional training with the SEFE and another objectivity evaluation will be accomplished.

7.4.3.2.4. When the SEFE upgrade program has been completed, 944 OG/CC will designate, in writing, the individual as qualified to perform SEFE duties. At that time, the new SEFE will be added to the 302 FS Letter of Aircrew Qualifications.

7.5. Flight Evaluation Program:

7.5.1 Control of Evaluations:

7.5.1.1. Scheduling Evaluations. Flight evaluations will be scheduled by 302 FS Scheduling (302 FS/DOS) in coordination with 944 OG/OGV. 944 OG/OGV uses the 10th Air Force (AF) Stan/Eval "Stanman" program to track due dates and generate summary printouts.

7.5.1.1.1. During the third complete workweek of each month, the Chief of Stan/Eval will draft and deliver a letter to 302 FS Scheduling listing desired/required flight evaluations for the upcoming month. Generally, an evaluation will be scheduled in or before the 5th month of the appropriate eligibility zone, with the goal to have the mission and Instrument/Qualification evaluations evenly spaced through the year.

7.5.1.1.2. If a pilot in Mission Qualification Training (MQT) or other upgrade program is expected to require a flight evaluation upon completion of training, 302 FS/DOS will notify the 944 OG/OGV. Normally this notification will be concurrent with generation of the schedule for the week in which the flight evaluation is to occur.

7.5.1.1.3. Situational Emergency Procedure Training (SEPT). Monthly SEPTs will be administered at each unit training assembly (UTA) in flight size groups. Each flight commander will conduct/lead the SEPT discussion for his flight.

7.5.1.1.4. Pilots will fill out a training sheet to log SEPT completion. After the UTA, 302 FS/DOT (Training Officer) will highlight in yellow the names of pilots who have not completed the SEPT. If not completed by the end of the calendar month, the pilot's name will be highlighted in red and will not fly until the SEPT is completed and the 302 FS Go/No Go computer program is signed off by 302 FS/DOT.

7.5.1.1.5. Missed SEPTs should be made up in the multi-task trainer (MTT) to the maximum extent possible.

7.5.1.1.6. 302 FS/CC will furnish the SEPT topics, via the Annual Training Plan, for the following fiscal year. 944 OG/OGV will write the scenario and post it on the bulletin board in 302 FS Operations by the first flying day of each calendar month.

7.5.1.2. Evaluation Profiles:

7.5.1.2.1. Mission Flight Evaluations:

7.5.1.2.2. For scheduled mission flight evaluations (both air-to-ground (A/G) and air-to-air [A/A]), on other than exercise directed missions, the SEFE or Chief of Stan/Eval will give the examinee the scenario and Air Tasking Order (ATO) breakout from the Checkride Special Instructions (SPINS)/ATO Book. No-notice evaluations do not require an ATO breakout.

7.5.1.2.3. 302 FS/IN will normally brief the intelligence scenario during the flight brief for the evaluation. Real world threat scenarios for the local ranges will be maintained and or generated by 302 FS/IN. 302 FS/DOS will notify 302 FS/IN when a mission evaluation is scheduled. The examinee will coordinate with 302 FS/IN a minimum of one day prior to the evaluation.

7.5.1.2.4. For A/G evaluations, flight lead examinees will plan the mission utilizing an appropriate route and tactics based on the ATO breakout and briefed intelligence scenario. The flight lead examinee will be expected to brief and lead a flight to the assigned target, deliver (actual or simulated) ordnance and egress from the target area.

7.5.1.2.5. For A/A evaluations, the flight lead examinee will be expected to plan, brief and employ his forces to meet the requirements of the ATO and briefed intelligence scenario.

7.5.1.2.6. Wingmen evaluations will be administered in the same manner as flight lead evaluations. Wingmen will not be evaluated on flight lead responsibilities. However, wingmen will assist the flight lead/SEFE in planning and briefing the tactical portion of the mission as directed.

7.5.1.2.7. Initial mission evaluations will be flown as an A/G scenario to a tactics range. The examinee will perform in the role of the highest position he holds (i.e., flight lead, instructor pilot (IP), etc.). Following the initial mission evaluation, every attempt will be made to alternate mission evaluations between A/G and A/A scenarios for each pilot.

7.5.1.2.8. Instrument/Qualification Flight Evaluations. The 944 OG/OGV goal is to conduct one instrument/qualification evaluation each month off station, using profiles in the Checkride SPINS/ATO Book for Yuma/Williams/Davis-Monthan/Tucson. For evaluations given on a local instrument or Ready Aircrew Program (RAP) sortie, the following profile should be considered standard, although other profiles will be allowed if all required items are evaluated:

7.5.1.2.8.1. Formation takeoff.

7.5.1.2.8.2. Instrument departure to working area.

7.5.1.2.8.3. Air work consisting of certain aircraft maneuvers from the Multi-Command Instruction (MCI) 11-F16 series publications, steep turns and, if in an F-16D, unusual attitudes. Tactical maneuvers done during a normal RAP mission can substitute for the air work.

7.5.1.2.8.4. Simulated Flameout (SFO) approach at Gila Bend AFAF.

7.5.1.2.8.5. Point-to-point navigation to LENNI for a JAY HI TACAN low approach; ILS low approach and PAR low approach at Luke Aux 1.

7.5.1.2.8.6. Overhead full stop at Luke Air Force Base (LAFB).

7.5.1.2.8.7. Emergency Traffic Patterns. Emergency traffic/SFO patterns will be evaluated as a required area on the instrument/qualification evaluation flight.

7.5.1.2.8.8. Instructor Evaluations. IP evaluations will be combined with all mission and instrument/qualification evaluations. Initial instructor evaluations will be flown on a dedicated flight evaluation. All instructor evaluations will evaluate the instructional ability of the examinee.

7.5.1.2.8.9. Mission Support Evaluations. All Basic Mission Capable (BMC) pilots assigned/attached to the 302 FS for flying support should accomplish a full mission evaluation as do Combat Mission Ready (CMR) squadron pilots.

7.5.1.2.8.10. Spot evaluations and administrative downgrades will only be accomplished when directed by or coordinated through 302 FS/CC or 944 OG/CC.

7.5.1.2.8.11. Rear Cockpit Landing Qualification. If an IP is required to perform rear cockpit instructor duties, 302 FS/CC will request a list of instructors who have been evaluated in rear cockpit landings during the past 17 months. If no IP is so qualified, or none are available, 302 FS/CC will direct a spot evaluation of a previously qualified rear cockpit instructor. This evaluation will normally be flown in conjunction with a routine training sortie. Training prior to the evaluation will be at the discretion of, and directed by, 302 FS/CC.

7.5.1.2.8.12. EPE Profiles. MTT profiles for Mission A/A, Mission A/G and Instrument/Qualification are in the SEFE EPE Guide. These profiles contain suggested malfunctions and flows to optimize the use of the MTT. SEFEs may alter the profiles as long as the required items on the Air Combat Command (ACC) Form 8a, **Flight Evaluation Checklist** are evaluated.

7.5.1.2.8.13. Each examinee's inflight publications (to include Dash-1 Checklist, Hellion Inflight Guide, Dash-34 Checklist, and unit Warbook) will be reviewed for currency and proper posting of supplements and changes by the SEFE before every EPE. This publications check will be documented on the front of the examinee's Flight Evaluation Working Folder (FEWF).

7.5.1.3. No-notice Evaluation Program. For out-of-the-zone evaluations, pilots will be highlighted in yellow in the Go-No Go computer for the two months following the flight evaluation or until the requisites are completed. A letter will be sent to the pilot when within one week of the 60-day expiration date, emphasizing requisites must be completed to update the evaluation zone.

7.5.1.3.1. The intent of the No-notice Evaluation Program is to sample and evaluate 944 FW daily continuation training missions and provide a method to monitor progress of individuals receiving unqualified grades on evaluations. Feedback pertaining to unit training will be passed from 944 OG/OGV to 302 FS/DO and 302 FS/CC. The 944 OG/OGV goal for no-notice evaluations will be 10 percent of all non-MQT evaluations evenly distributed between mission and instrument profiles.

7.5.1.3.2. No-notice mission evaluations will stress strong real world tasking orientation. An ATO excerpt is not required. However, the flight brief must include the threat scenario for the mission.

7.5.1.3.3. A no-notice evaluation may be used to monitor the progress of any pilot who receives an area grade of unqualified ("U") on an evaluation. The unit goal is to administer a no-notice SPOT evaluation covering areas in which a "U" was received within six months of the completion of any additional training or successful completion of the initial evaluation.

7.5.1.3.4. A no-notice evaluation may be used to monitor the progress of any pilot receiving an overall Qualification Level 3 on an evaluation. The unit goal is to administer a no-notice evaluation (of the same type as secured by 302 FS/DOS). Examinees will normally be notified by the SEFE administering the evaluation only at such a time that preparation beyond that which is normally accomplished for the flight is not possible.

7.5.1.4. Completion of Evaluation Requisites. The 944 OG/OGV goal is to have all requisites completed by the end of the third month of the evaluation zone. If requisites are not completed by the middle of the third month, the individual will receive a letter outlining the 944 OG/OGV goals, reemphasizing that grounding will take place at the beginning of the sixth month. Pilots will be highlighted in yellow on the 302 FS Go/No Go computer program during the fourth and fifth months of their evaluation zone. A final letter will be sent in the fifth month warning the pilot of grounding. Pilots will be highlighted in red, and will not fly until requisites are completed, during the sixth month of their zone. The exception to this policy is the annual Instrument Refresher Course (IRC) requisite, which is only given once a year. All pilots attend this course and then take the IRC test within normal zone timing. Documentation of all requisites will be maintained in the 10 AF Stan/Eval "Stanman" program and the FEWF maintained in the 944 OG/OGV office (see 7.5.3 for procedures). 944 OG/OGV will notify individuals of requisites by letter when pilots enter the zone for an evaluation.

7.5.1.5. Additional Training Follow-up Procedures. When additional training is required as a result of an evaluation, the SEFE will make four copies of the completed ACC Form 180, **Temporary Flight Evaluation Certificate** and provide one each to the 302 FS/CC/DO/DOS and

the fourth placed in the examinee's Flight Evaluation Folder (FEF). The Chief of Stan/Eval will coordinate with 302 FS/DOS to ensure additional training is accomplished. When the additional training has been completed, the copies of the ACC Form 180 will be annotated with the date of completion, signed by 302 FS/CC, and returned to 944 OG/OGV for review. Completion of additional training will be documented on the AF Form 8 through the 10 AF Stan/Eval "Stanman" program. The Reviewing Officer's signature on the AF Form 8 is certification of the completion of additional training.

7.5.1.5.1. Flight Restriction Procedures. For evaluations, which impose flight restrictions, the procedures for additional training (paragraph 7.5.1.5) will be followed. An additional copy of the ACC Form 180 will be placed in the Supervisor of Flying (SOF) read file and the examinee's name highlighted with a [SUPER] label in the 302 FS Go/No Go computer program at 302 FS Operations, signifying the individual has been placed in supervised status. When the additional training has been completed and the restrictions have been removed, the procedures for additional training will be followed and 944 OG/OGV will remove both the copy of the ACC Form 180 from the SOF read file and the highlighted [SUPER] label from the examinee's name in the 302 FS Go/No Go computer program at 302 FS Operations.

7.5.1.5.2. Unqualified evaluations. When an evaluation is unqualified, the SEFE will make five copies of the completed ACC Form 180 and distribute one each to 302 FS/CC/DO/DOS, the examinee's FEF and the SOF read file. The examinee's name will be highlighted with a [SUPER] label in the 302 FS Go/No Go computer program at 302 FS Operations, signifying the individual has been placed in supervised status. The Chief of Stan/Eval will coordinate with 302 FS/DOT to ensure that individuals who fail an evaluation are placed in a non-Mission Ready (MR) status until a successful recheck. When the recheck has been accomplished, 944 OG/OGV will remove both the copy of the ACC Form 180 from the SOF read file and the highlighted [SUPER] label from the examinee's name in the 302 FS Go/No Go computer program at 302 FS Operations.

7.5.1.5.3. Delinquent Flight Evaluations. Pilots who do not complete Instrument/Qualification or Mission evaluations prior to the end of their eligibility zone will be placed in supervised status until the evaluation is completed. Pilots with delinquent instructor evaluations will not perform instructor duties. (Follow documentation procedures IAW paragraph 6.1 of the basic publication.) The letter signed by 944 OG/CC explaining the circumstances for the delinquent flight evaluation will be filed in Section II of the FEF via a Memorandum for Record with a copy provided to 302 FS/CC/DO/DOT and the Luke AFB Host Operations Systems Manager (HOSM).

7.5.2. Conduct of Evaluations. The 10 AF Stan/Eval "Stanman" program will be the primary method of recording and tracking the accomplishment of flight evaluations and associated requisites.

7.5.2.1 Stan/Eval Flight Examiner/Examinee Responsibilities. 944 OG/OGV will provide SEFEs with a FEWF containing the forms necessary to document an evaluation and indicating status of requisite accomplishment. FEWF will include:

7.5.2.1.1. ACC Form 8a.

7.5.2.1.2. ACC Form 8a (944 OG/OGV Overprint), **Emergency Procedures Evaluation Checklist**.

7.5.2.1.3. ACC Form 180

7.5.2.1.4. Appropriate AF Form 8, Examiner's Remarks worksheets (to draft evaluation comments).

7.5.2.1.5. Status of requisite completion will be maintained by marking the appropriate boxes on the cover of the FEWF and entering results in the 10 AF Stan/Eval "Stanman" program.

7.5.2.1.6. Flight Publications. Each pilot will maintain, as a minimum, the following publications:

7.5.2.1.6.1. Technical Order (T.O.) 1F-16C-1CL-1, *Pilot Checklist*.

7.5.2.1.6.2. T.O. 1F-16C-34-1CL-1, *Weapons Delivery Checklist*.

7.5.2.1.6.3. 944 FW Inflight Guide (Hellion Handbook).

7.5.2.1.6.4. 302 FS Warbook

7.5.2.2. Emergency Procedures/Aircrew Training Device (EP/ATD) Evaluations. EP evaluations (EPE) will be conducted in the MTT, if available. If the MTT is not available, EPEs will be conducted in a briefing room or other suitable area.

7.5.2.2.1. The SEFE administering an EPE will obtain the ACC Form 8a (944 OG/OGV Overprint) for that EPE from the examinee's FEWF. The SEFE will confirm the level at which the examinee will be evaluated by reference to the Aircrew Letter of Qualifications. The SEFE should follow the procedures in the SEFE EPE Guide for all EPEs.

7.5.2.3. Flight Evaluations:

7.5.2.3.1. Squadron flight examiners will administer flight evaluations to the maximum extent possible.

7.5.2.3.2. The SEFE will obtain the ACC Form 8a for that flight evaluation and confirm requisite status from the examinee's FEWF. The SEFE administering a flight evaluation will confirm the level at which the examinee will be evaluated (IP, Flight Lead, Wingman) by reference to the Aircrew Letter of Qualifications.

7.5.2.3.3. For Instrument/Qualification evaluations, the SEFE should review the required items on the ACC Form 8a and ensure the facilities (ILS, PAR, TACAN, etc.) are available to complete the profile. Profiles for off-station Instrument/Qualification evaluations are included in the back of the Checkride SPINS/ATO book.

7.5.2.3.4. For Mission evaluations the SEFE should follow the profiles in the Checkride SPINS/ATO Book.

7.5.2.3.5. Prior to all flight evaluations, SEFEs will brief the examinee on the following areas:

7.5.2.3.5.1. Objectives of the evaluation.

7.5.2.3.5.2. Minimum event requirements.

7.5.2.3.5.3. Critical areas.

7.5.2.3.5.4. SEFE chase position and safety observer responsibilities.

7.5.2.3.5.5. Inflight emergencies.

7.5.2.3.6. Debrief. All evaluations will be debriefed with at least one of the following: 302 FS/CC, 302 FS/DO or 302 FS/Assistant Director of Operations (ADO). Unqualified evaluations will be debriefed with the 944 OG/OGV, Chief of Stan/Eval, and either 302 FS/CC or 302 FS/DO.

7.5.2.3.7. If a discrepancy cannot be corrected by debriefing the examinee, additional training will be assigned. Unqualified evaluations will be documented as described in paragraph 7.5.1.5.2. of this supplement.

7.5.3. Documentation of Evaluations:

7.5.3.1. Evaluation Requisites. Pilots will be notified when entering the eligibility zone for the evaluation and will be provided the following (when appropriate):

7.5.3.1.1. Instrument Test Study Guide

7.5.3.1.2. EPE Study Guide.

7.5.3.1.3. How to Take a Mission Evaluation Study Guide.

7.5.3.1.4. How to Take an Instrument/Qualification Evaluation Study Guide.

7.5.3.1.5. All assigned and attached pilots will attend an Instrument Refresher Course annually. 302 FS/DOT (Training Officer) will maintain a copy of attendance and will provide certification of attendance to 944 OG/OGV when requested. If an individual misses this course, a videotape of the annual training will be maintained by 302 FS/DOT to be viewed in fulfilling this requisite.

7.5.3.2. Documentation of Flight/EP/ATD Evaluations. After debriefing the flight portion of the evaluation, the SEFE administering the evaluation will complete and sign the following noting any discrepancies, additional training and flight restrictions:

7.5.3.2.1. The completed ACC Form 8a will be returned to the examinee's FEWF.

7.5.3.2.2 ACC Form 180. The SEFE administering a flight evaluation will complete and sign an ACC Form 180. The ACC Form 180 will be copied as required for any additional training or restrictions (see paragraphs 7.5.1.5 and 7.5.1.5.1). The ACC Form 180 will be placed in the examinee's FEF and will remain there until replaced by the completed AF Form 8.

7.5.3.2.3. The completion of the flight portion of the evaluation will be entered in the 10 AF Stan/Eval "Stanman" program by the SEFE or the Stan Eval clerk.

7.5.3.2.4. A short narrative of all discrepancies, noting the associated grading area, will be entered on the first AF Form 8 data entry screen.

7.5.3.2.5. Examiner's Remarks will either be directly entered by the SEFE in the 10 AF Stan/Eval "Stanman" program or redlined on the appropriate AF Form 8 worksheet for later entry.

7.5.3.2.6. An entry noting that unusual attitude recoveries were accomplished in the EPE will be made as paragraph D, additional comments, in the Examiner's Remarks section of the AF Form 8 for all Instrument/Qualification evaluations, unless the maneuver was accomplished during flight in an F-16D.

7.5.3.2.7. After each EPE, the SEFE administering the evaluation will complete and sign the EPE ACC Form 8a noting any discrepancies, additional training and flight restrictions. The completed EPE ACC Form 8a will be placed in the FEWF, EPE accomplishment documented on the cover and the EPE logged in the 10 AF Stan/Eval "Stanman" program. For a discrepancy not listed on the ACC Form 8a, write the title in one of the blank spaces of the Form. When filling out the ACC Form 8a, use a forward slash ("/") in the Q block and an "X" in the U/Q block as applicable. For additional training or restrictions follow the same procedure for flight evaluations in paragraphs 7.5.1.5 and 7.5.1.5.1, using the ACC Form 180 for documentation.

7.5.3.2.8. SEFEs are also responsible for signing off EPEs completed in the fourth, fifth, or sixth months in the 302 FS Go/No Go computer program. (Note: EPEs should not be entered into the computer prior to the fourth month.)

7.5.3.2.9. A short narrative of all discrepancies noting the associated grading area will be entered on the first AF Form 8 data entry screen.

7.5.3.2.10. All EPE discrepancies will be documented in the Discrepancies Area of the Examiner's Remarks on the back of the AF Form 8.

7.5.3.2.11. Unqualified EPEs will be processed the same as unqualified flight evaluations in paragraph 7.5.1.5.2.

7.5.3.3. AF Forms 8 Procedures:

7.5.3.3.1. Procedure for Completion of AF Forms 8. When the AF Form 8 is complete and filed in the FEF, the FEWF (described in paragraph 7.5.2.1) will be disassembled. The AF Form 942, **Record of Evaluation**, will then be properly annotated and the FEF reviewed by the 944 OG/OGV clerk.

7.5.3.3.2. Routing and approving of AF Form 8:

7.5.3.3.2.1. All AF Forms 8 routing will be done by hand to ensure the quickest possible completion. The Chief of Stan/Eval will review the printed AF Form 8 prior to release for signatures.

7.5.3.3.2.2. The AF Form 8 of evaluations of all assigned and attached pilots will be reviewed by 302 FS/DO and approved by 302 FS/CC except as follows:

7.5.3.3.2.2.1. Reviewing and Approving Officials. 302 FS/CC will review and 944 OG/CC will approve evaluations given by or taken by 302 FS/DO. 302 FS/DO will review and 944 OG/CC will approve evaluations given by or taken by 302 FS/CC.

7.5.3.3.2.2.2. If 944 OG/CC acts as the SEFE for 302 FS/CC or 302 FS/DO the AF Form 8 will be reviewed by 302 FS/DO or 302 FS/CC respectively and approved by 944 FW/CC.

7.5.3.3.2.3. If the reviewing and or approving officers have no comments, the respective remarks areas on the back of the AF Form 8 will be annotated with the initials of the reviewing and or approving officer.

7.5.3.3.2.4. Additional Reviews. 944 OG/CC and 944 FW/CC will additionally review all evaluations except as follows:

7.5.3.3.2.4.1. Evaluations given by or taken by 944 OG/CC or 944 FW/CC will not require an additional review from that individual.

7.5.3.3.2.4.2. Exceptions listed under subparagraph 7.5.3.3.2.4.1 above do not require respective additional reviews by 944 OG/CC and 944 FW/CC when those individuals are the reviewing and or approving officer.

7.5.3.4. Flight Evaluation Folders (FEF). FEFs will be maintained by 944 OG/OGV. A Letter of Aircrew Qualifications will be kept in the front of the FEF file.

7.5.3.4.1. The FEFs of new arrivals will be reviewed by 944 OG/OGV, 302 FS/CC/DO, and the respective 302 FS Flight Commander. This review will be documented on the FEF Review Summary Sheet placed in Section I (left side) of the FEF.

7.5.3.4.1.1. FEFs will be reviewed whenever an AF Form 8 is added.

7.5.3.4.1.2. FEFs will have an annual review accomplished and annotated on the AF Form 942. During this review, the 10th AF Stan/Eval "Stanman" program will be checked for accuracy of evaluation zones. The primary purpose of the review is to find errors, which might affect an individual's qualification and or currency.

7.5.3.4.1.3. Minor discrepancies on the AF Form 8 will be annotated on the Discrepancy Log in Section I (left side) of the FEF. Major discrepancies, particularly, any which affect qualification and or currency, must be documented by a Memorandum for Record filed in Section II (right side) of the FEF.

7.6. Unit Testing Program. Tests will be administered by 944 OG/OGV through any SEFE or the Stan/Eval Secretary. Tests will only be administered in a controlled environment. The actual date of completion, score, questions missed and answers given on missed questions for the Instrument/Qualification requisite testing will be entered in the 10 AF Stan/Eval "Stanman" program for entry on the AF Form 8 and trending. Test results will also be entered into the ACC Stan/Eval Testing Program. All completed exams will be graded prior to the pilot's next flight.

7.6.1. Annual Test Review. The annual review of all tests will be completed by the end of December. If a change to a regulation affects one of the tests, the test will be updated. The documentation of the annual and periodic changes of tests will be tracked in the Stan/Eval Book 2.

7.6.2. Open Book Test. A 30 question, open book test will be randomly generated by the ACC Stan/Eval Testing Program using questions from the unit Open Book Secure Question Bank (SQB) for each pilot when he enters the zone for the Instrument/Qualification evaluation. Open book question source documents will be the T.O.s (including the T.O. 1F-16C-1, *Flight Manual*, T.O. 1F-16C-1-1, *Supplemental Flight Manual*, T.O. 1F-16C-1-2, *Supplemental Flight Manual*, and T.O. 1F-16C-34-1-1, *Non-Nuclear Munitions Delivery*), AFI 11-2F16V3, *F-16 Operations Procedures*, 944 FW Inflight Guide (Hellion Handbook) and AFI 13-212V1/LAFB Sup 1, *Weapons Ranges*.

7.6.3. Closed Book Test. A 50-question, closed book test will be randomly generated by the ACC Stan/Eval Testing Program for each pilot when he enters the zone for the Instrument/Qualification evaluation. Each closed book test will consist of questions from the ACC F-16 master question file (MQF) (35 questions) and the 944 FW Local Area MQF (15 questions). Source documents for the 944 FW Local Area MQF are AFI 11-2F-16V1 & V3, AFI 11-202V3, *General Flight Rules*, AFI 13-212V1, *Weapons Ranges*, and the 944 FW Inflight Guide.

7.6.4. Periodic Testing. Periodic tests will be administered once every 6 months, normally on UTA. This periodic test will normally contain 30 questions and should emphasize new or changed information that pilots need to recall in flight to ensure safe flight and mission accomplishment. Source questions for periodic tests will come from the squadron weapons, training, and stan/eval officers. Results of periodic tests will be documented on a 944 OG/OGV Test Worksheet. When all pilots have completed a periodic test, the results will be trended in the ACC Stan/Eval Testing Program.

7.6.5. Test Failures. All tests will be corrected to 100 percent. A score of less than 85 percent will be a failing score. Failure of any requisite written test will be handled as prescribed by AFI 11-202V2 by placing the individual in supervised status. This action will be documented by letter to the individual with copies to 302 FS/CC/DO/DOS and SOF Book. The individual's name will be highlighted with a [SUPER] label in the 302 FS Go/No Go computer program at 302 FS Operations. This highlight will remain until completion of a successful re-test. Requisite failures will be given a completely different test at a later date to allow for study time. Individuals must complete the retest within two months.

7.6.5.1. Failure of any other type test (Periodic Test) will be handled by having the individual complete a successful retest.

7.6.6. Qualification Open/Closed Book/Critical Action Procedures (CAPs) Exam Procedures. CAPs testing will be accomplished on a periodic and no-notice basis. Normally, these exams will be taken at 944 OG/OGV, and the closed book and CAPs exams will be administered together IAW AFI 11-202V2.

7.6.6.1. As a minimum, pilots must complete CAPs prior to their first flight of each month.

7.6.6.2. No-notice CAPs testing may be conducted by any SEFE or SOF on a random basis as deemed necessary. Results of such testing will be documented on a 944 OG/OGV Test Worksheet.

7.6.6.3. CAPs. Pilots must complete CAPs and have them graded by the SOF prior to their first flight of the month. Requirement to complete monthly CAPs will be indicated by a red highlight of the pilot's name on the 302 FS Go/No-Go computer program at 302 FS Operations. The SOF/Operations clerk will not assign an aircraft tail number until the monthly CAPs have been correctly completed and the 302 FS Go/No Go computer program has been properly annotated.

7.6.6.4. If a monthly or no-notice CAPs is failed, the pilot will be notified immediately by the test grader or 944 OG/OGV and the individual's name will be placed in red in the 302 FS Go/No Go computer program. Corrective action will be completed prior to the pilot flying. As a minimum, corrective action will be satisfactory accomplishment of a make-up CAPs.

7.6.7. IRC Exam. A minimum of a 50-question instrument test will be generated from the IRC MQF by the ACC Stan/Eval Testing Program for each pilot when he enters the zone for the

Instrument/Qualification evaluation. Forty of the questions will come from AFMAN 11-210, *Instrument Refresher Course (IRC) Program*, in the following proportions: AFMAN 11-217, *Instrument Flight Procedures*: 15 questions; AFI 11-202V3: 10 questions; Flight Information Publication (FLIP): 10 questions; and AFH 11-203V1, *Weather For Aircrews*: 5 questions. The remainder of the questions must be instrument related.

7.6.8. Flight Surgeon Testing. Assigned or attached Flight Surgeons maintaining qualification in the F-16 are required to complete an annual closed book test in accordance with AFI 11-401 during the first three months of each year.

7.6.8.1. The ACC Stan/Eval Testing Program will randomly generate an individual Flight Surgeon test for each Flight Surgeon by 1 January of each calendar year. The test will consist of 25 questions from the Flight Surgeon MQF and cover emergency and life support equipment/procedures oriented primarily for the rear cockpit.

7.6.8.2. Tracking of this requirement will be through the 302 FS Go/No Go computer program at 302 FS Operations. The Flight Surgeons will have a separate listing, by name, of requirements and status to fly.

7.6.9. SOF Testing. SOFs will be given tests as directed by 944 OG/CC. The test will consist of 25 questions from the SOF MQF. This test will also be a requirement for certifying new SOFs.

7.6.10. SEFE Testing. Candidate SEFEs will be given a 15-question test from the SEFE question bank during the SEFE upgrade program.

7.6.11. Test Security. The use of passwords on the computer and the storage of all tests/answer sheets in a locking file or cabinet will ensure the security of the questions/answers for all Stan/Eval written tests.

7.7. Trend Program. The following procedures will be utilized to obtain trend analysis data:

7.7.1. Flight Evaluation/EPE Trends. The 10 AF Stan/Eval “Stanman” program will be used to record and trend all flight and EPEs.

7.7.2. Requisite CAPs. The 10 AF Stan/Eval “Stanman” program will be used to record and trend all requisite CAPs.

7.7.3. Written Tests Trends. The ACC Stan/Eval Testing Program will be used to trend all requisite and periodic Stan/Eval testing. This program will track frequency and error rate for missed questions. Questions missed during requisite tests will also be entered in the 10 AF Stan/Eval “Stanman” program for specific requisite trending analysis.

7.7.4. Range Foul Trends. All range fouls will be tabulated from the daily range score sheets by 302 FS/DOW and 56 OSS/OSTW. This data will be presented at the Stan/Eval Board (SEB).

7.7.5. Trends/Monitor Areas. Any trends or monitor areas noted during the preceding half will be discussed at the SEB. If appropriate, corrective action will be initiated and an office of primary responsibility (OPR) established to report progress at subsequent SEBs.

7.7.5.1. Any evaluation (Flight or EPE) area that has been downgraded 10 percent or more in the previous 6 months will be documented as a monitor area. Those areas that have been downgraded 25 percent or more will be identified as a trend area. Any monitor area that occurs in successive halves will also be identified as a trend area. Trend areas will be brought to the attention of 944 OG/CC for corrective action and assignment of an appropriate OPR.

7.7.5.2. Any written test question that is missed by more than 25 percent (with a minimum sample size of 5) will be brought to the attention of the SEB for review and possible corrective action.

7.8. SEB:

7.8.1. Purpose. The SEB is held semiannually to review the Operations Group and Squadron stan/eval programs, evaluation trends, factors affecting unit training, and problems requiring higher headquarters assistance. The semi-annual SEB will normally be scheduled for the UTA of the month following the half-year to be covered (e.g., January and July).

7.8.2. Membership. The SEB will be chaired by 944 OG/CC and will consist of: 944 FW/CC, 944 OSF/CC, 944 OG/OGV and 944 FW/SE; 302 FS/CC/DO/DOW/IN/DOT/DOS; and all unit SEFEs.

7.8.3. Agenda. 944 OG/OGV will prepare and distribute the agenda for the SEB meeting and will brief 944 OG/CC on the agenda items prior to the meeting.

7.8.3.1. Anti-G Straining Maneuver. Tracking and compliance with the 10 AF Anti-G Straining Maneuver program will be presented at the SEB and reported to HQ 10 AF via the SEB minutes.

7.8.3.2. Cockpit/Crew Resource Management (CRM). Compiled Human Factors Performance Assessment Data will be presented at the SEB. Data will be requested in December and June from Crew Training International.

7.8.4. Minutes. Minutes of the SEB will be sent to 12 AF/OV, HQ AFRC/DOTT, and 10 AF/DOTV in accordance with the minimum outline of AFI 11-202V2, Attachment 2. Pertinent portions of the SEB minutes, including any trends, will be briefed to all pilots at the next UTA.

7.9. Supplementary Evaluations (Supp Eval) Program: Supp Evals will ensure that operations are in accordance with higher headquarters guidance. 944 OG/OGV is responsible for scheduling Supp Evals and maintaining a book that includes findings, recommendations, and responses. This information will be kept for one year. Supp Evals are divided into two categories:

7.9.1. Ground Supp Evals. Consists of inspections of 944 OG/OGV shops and operations related ground training pilots receive (IRC, weapons and tactics semiannual training, intelligence training, and life support training). The 944 OG/OGV inspector will write a report signed by the Chief of 944 OG/OGV, and send it through the 944 OG/CC to the action agencies. The appropriate OPR will forward the responses to identified action items to 944 OG/OGV by the suspense date.

7.9.2. In-flight Supp Evals:

7.9.2.1. These evaluations should be conducted on selected areas to provide feedback to the 944 FW/CC, 944 OG/CC, and squadron supervisors.

7.9.2.2. Areas may be selected on the basis of past adverse trends, current special interest items (SII), or any other flying related items of interest. 944 OG/OGV will prepare checklists outlining the specific objectives of the evaluations and the Chief of 944 OG/OGV will determine the appropriate method of evaluation. Reports of in-flight evaluations with findings will be routed through the 944 OG/CC to the appropriate OPR. Areas evaluated, observations, and recommendations will be listed as appropriate. 944 OG/OGV will retain copies of all reports and review them for trends at the SEB.

7.10. FCIF Program. Part B, Volume I of the FCIF is designated as the Go/No Go read file. The requirement to read FCIF items will be indicated by a red highlight of the pilot's name on the 302 FS Go/No Go computer program at 302 FS Operations. The SOF/Operations clerk will not assign an aircraft tail number until the new items in the FCIF have been read and the 302 FS Go/No Go computer program has been properly annotated. An initial review of the complete FCIF is required prior to an individual's first flight in the unit or after an absence of 90 days or more. All visiting pilots, not in the 302 FS Go/No Go computer program must review the complete FCIF Part B prior to the first flight of each visit. Document in accordance with paragraph 7.12.1.2. of this supplement.

7.10.1. Pilots will be notified of changes to required publications via FCIF item in Part B of Volume I. Other publications, which do not need to be posted before flight, will be distributed via the 302 FS mailbox system.

7.10.2. The FCIF will be established and maintained as an individual publications set.

7.10.3. The 944 OG/OGV, Chief of Stan/Eval, will ensure proper maintenance of the FCIF.

7.10.4. Staff agencies desiring to insert information into Part B, Volume I of the FCIF will submit such information to 944 OG/OGV.

7.10.5. Only mission procedures directly affecting safety of flight will be included in Part B, Volume I of the FCIF.

7.11. Go/No Go Procedures. Prior to the briefing, pilots will check their status (shown on the 302 FS Go/No Go computer program screen at 302 FS Operations) and flight leads will confirm the status and currency of all flight members. The SOF has primary responsibility for ensuring pilot currency for the mission and that no pilot flies “in the red.” The Operations clerk will not issue a tail number to any pilot “in the red.” The flight lead will ensure that no pilots in his flight step “in the red.” ***The Go/No Go Program depends on a multi-level review of each pilot’s status to preclude flying in the red. At any level – pilot, SOF, Operations clerk – the pilot will be notified of the requirement to get out of the red before flying.***

7.11.1. Duty Not to Include Flying (DNIF). When notified by the Flight Surgeon, by the pilot affected or upon receipt of an AF Form 1042, **Medical Recommendation for Flying or Special Operational Duty**, marked DNIF, 302 FS/DOT will annotate the pilot’s name as DNIF on the 302 FS Go/No Go computer program at 302 FS Operations. The individual will remain so designated until 302 FS/DOT receives an AF Form 1042 showing medical clearance to fly.

7.11.2. 90-Day FCIF Review. 302 FS/DOT will inform 944 OG/OGV and or the 302 FS SOF of pilots that have not flown within 90 days. These individuals will have their names highlighted in red on the 302 FS Go/No Go computer program at 302 FS Operations and will not fly until a complete FCIF review is signed off and the 302 FS Go/No Go computer program has been properly annotated.

7.11.3. Administration Responsibility. 944 OG/OGV will be responsible for the posting and monitoring of the following areas in the 302 FS Go/No Go computer program: FCIF, Publications, CAPs, Periodic Test, Requisites and IRC. 302 FS/DOT will be responsible for the posting and monitoring of the following areas: SEPT, UTA Ground Training, Egress/Hanging Harness, Pilot Physicals, Altitude Chamber, Life Support Training, and DNIFs.

7.11.4. Deployed Operations. When the squadron is deployed an updated copy of the 302 FS Go/No Go computer program will be maintained on the Operations laptop computer. Flight management will ensure that prior to a deployment the most recent changes are input into the deployed Go/No Go computer program. When a new FCIF item is received at home station, the SOF and or 944 OG/OGV will bring the information to the attention of the deployed crews in the fastest means available for inclusion in the deployed Go/No Go computer program. Pilots on cross country flights will be informed of any relevant FCIF items as soon as possible by the most logical means available.

7.11.5. Visiting Pilots Checklist. Visiting Pilots will complete the Visiting Pilot Checklist (Attachment 7) prior to receiving a tail number. Once the checklist is completed, it will be kept on file by the 302 FS Operations System Manager (SOSM) until after the visitor departs.

7.11.6. Evaluation Requisites. If evaluation requisites are not completed by the first day of the sixth month of the evaluation zone, the individual’s name will be highlighted in red and the individual will not fly until the requisites are completed and the 302 FS Go/No Go computer program has been properly annotated.

7.12. Aircrew Flight Manuals Program:**7.12.1. Control and Distribution:**

7.12.1.1. The Chief of Stan/Eval will function as the Flight Manual Control Officer (FMCO) responsible for the control, ordering and issuing of required publications to all pilots assigned/attached to the 302 FS. 944 OG/OGV is responsible for distributing publications to all assigned/attached pilots through the 302 FS mailbox system.

7.12.1.2. When distributing applicable training manuals and T.O.s, the FMCO, or his designated assistant, will issue them to all pilots and make an entry in Part B of Volume 1 of the FCIF.

7.12.1.3. 944 OG/OGV will review operational and safety supplements upon receipt. If their content requires immediate dissemination, pertinent information will be issued by an entry in Part B of Volume 1 of the FCIF.

7.12.2. Annual Review Program. 944 OG/OGV will review all flight publications at least annually.

7.12.2.1. In accordance with AFI 11-215, *Flight Manuals Program (FMP)*, flight manual reviews will be accomplished when directed by higher headquarters (specifically HQ ACC or HQ AFRC) to provide inputs for Flight Manual Review Conferences (FMRC). If an annual FMRC is not scheduled, 944 OG/OGV will review its flight manual publications in March of each year. A negative reply or any recommendations resulting from this review will be forwarded to 10 AF/DOTV.

7.12.2.2. Aircrew flight manuals will be reviewed and updated (as required) in conjunction with the annual IRC.

7.13. AF Form 847 Program. The unit AF Form 847 program will be managed by 944 OG/OGV. The AF Form 847 will be prepared in two copies. One copy will be maintained in the 944 OG/OGV suspense file and the other will be submitted through the approval channels. Each AF Form 847 will be annotated with a Wing control number and the Defense Switched Network (DSN) number of the individual/unit submitting the AF Form 847. These control numbers will be as outlined in AFI 11-215. 944 OG/OGV will maintain a log containing the status of each unit AF Form 847 submitted.

7.14. Cockpit/Crew Resource Management (CRM) Program. 944 OG/OGV is the focal point for CRM in the 944 FW.

7.14.1. All SEFEs are responsible for the effective implementation of CRM. 944 OG/OGV will assign one SEFE to act as the project manager for CRM implementation and evaluation of the program.

7.14.1.1. SEFEs serve as role models of effective CRM for flight operations.

7.14.1.2. SEFEs act as trainers and communicators of effective CRM skills in the mission environment and in the simulator.

7.14.1.3. SEFEs serve as the primary source of data to evaluate the effectiveness of the program and to define future training needs.

7.14.2. The Chief of Stan/Eval will complete the Human Factors Performance Assessment Data Collection via <http://w3.afrc.af.mil/hsq/do/dot/crm/default.htm> weekly, emphasizing the managerial and decision-making effectiveness of the pilots as a team in using their resources and coordinating their activities.

7.14.3. CRM data will be discussed at each SEB.

CRAIG S. FERGUSON, Colonel, USAFR
Commander

Attachment 1 (Added)

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFH 11-203V1, *Weather For Aircrews*

AFI 11-202V3, *General Flight Rules*

AFI 11-215, *Flight Manuals Program (FMP)*

AFI 11-2F-16V1, *F-16 Aircrew Training*

AFI 11-2F-16V2, *F-16 Aircrew Evaluation Criteria*

AFI 11-2F-16V3, *F-16 Operations Procedures*

AFI 11-401, *Flight Management*

AFI 13-212V1, *Weapons Ranges*

AFI 13-212V1/LAFB Sup 1, *Weapons Ranges*

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*

AFMAN 11-217, *Instrument Flight Procedures*

T.O. 1F-16C-1, *Flight Manual*

T.O. 1F-16C-1-1, *Supplemental Flight Manual*

T.O. 1F-16C-1-2, *Supplemental Flight Manual*

T.O. 1F-16C-1CL-1, *Pilot Checklist*

T.O. 1F-16C-34-1-1, *Non-Nuclear Munitions Delivery*

T.O. 1F-16C-34-1CL-1, *Weapons Delivery Checklist*

Abbreviations and Acronyms

“/” – forward slash

302 FS/DOS – Scheduling

302 FS/DOT – Training Officer

A/A – air-to-air

A/G – air-to-ground

ACC – Air Combat Command

ADO – Assistant Director of Operations

AETC – Air Education and Training Command

AF – Air Force

ATO – Air Tasking Order

DNIF – Duty Not to Include Flying

DSN – Defense Switched Network

FEWF – Flight Evaluation Working Folder

FLIP – Flight Information Publication

FMCO – Flight Manual Control Officer

FMP – Flight Manual Program

FMRC – Flight Manual Review Conference

FS – Fighter Squadron

FW – Fighter Wing

HOSM – Host Operations Systems Manager

IP – instructor pilot

LAFB – Luke Air Force Base

MCI – Multi-Command Instruction

MQT – Mission Qualification Training

MTT – multi-task trainer

OSF – Operations Support Flight

RAP – Ready Aircrew Program

SE - Safety

SEFE - Stan/Eval Flight Examiners

SEPT – Situational Emergency Procedure Training

SFO – simulated flameout

SII – special interest item

SOF – Supervisor of Flying

SOSM – 302 FS Operations System Manager

SPINS – special instructions

Supp Eval – Supplementary Evaluations

T.O. – technical order

UTA – unit training assembly

Attachment 6 (Added)**AF FORM 8 - INSTRUMENT/QUALIFICATION WORKSHEET**

Examiner's Remarks:

A. Mission Description. The examinee planned, briefed, led, and instructed (list elements) an Instrument/Qualification evaluation in conjunction with a surface attack mission to Range Four of the Goldwater Range Complex. The mission consisted of a single ship takeoff, BUSCO BUGGS SID, weapon system check, fence check, conventional range ride with LALD, LAHD, LLLD, and LAS deliveries from the pop pattern, battle damage check, steep turns, straight-in SFO at Gila Bend AFAF, go around, TACAN point-to-point navigation to LENNI, holding, JAY-HI TACAN penetration and approach at Luke Aux 1, missed approach, PAR and missed approach, vectors to an ILS low approach at Luke Aux 1, VFR entry to the overhead pattern at Luke AFB followed by a full stop landing. Lt Col Undhjem, 302 FS/CC, was debriefed on the mission.

B. Discrepancies:

1. Flight. Area 11. Landings -- Q-debriefed. Examinee

2. EPE.

Area 21. Engine malfunctions -- Q-debriefed. Examinee

Area 12. Fuel System -- Q-debriefed. Examinee

C. None. *(Delete if D not used.)*

D. Additional Comments. Area 15, Unusual Attitude Recoveries, was evaluated in the EPE. *(Quality of instruction)*

Reviewing Officer's Remarks:

Approving Officer's Remarks:

Additional Reviews:

944 OG/CC _____

944 FW/CC _____

Attachment 7 (Added)**AF FORM 8 - MISSION (A/G - BOMB) WORKSHEET**

Examiner's Remarks:

A. Mission Description. The examinee planned, briefed, led, and instructed (list elements) a four-ship, Hi Threat (Checkered Flag) Scenario, opposed, surface attack tactics mission against a simulated SA-3 site on the South TAC Range of the Goldwater Range Complex. The mission consisted of a single-ship takeoff, VFR departure, weapon system check, fence check, G warm-up maneuver, LATN/LATF on VR-231, simulated ground threat reactions, multiple radar and IR missile defense against F-15 adversaries, low level ingress, multiple pop-up deliveries, low level egress, battle damage check, in-flight report, and RTB to Luke AFB for a simulated minimum-risk recovery to a full stop landing. Lt Col Undhjem, 302 FS/CC, was debriefed on the mission.

Weapons Employment:	<u>Ordnance</u>	<u>Attempted</u>	<u>Valid</u>
	AIM-120C	1	1
	AIM-9L/M	1	1
Weapons Scores:	<u>LALD</u>	<u>LAHD</u>	<u>HADB</u>
	Hit	Hit	Miss

B. Discrepancies:

1. Flight. Area 11. Landings -- Q-debriefed. Examinee
2. EPE. Area 21. Engine malfunctions -- Q-debriefed. Examinee

C. None. *(Delete if D not used.)*

D. Additional Comments. *(Delete Additional Comments section, if you have none). (Quality of Instruction)*

Reviewing Officer's Remarks:

Approving Officer's Remarks:

Additional Reviews:

944 OG/CC _____
 944 FW/CC _____

Attachment 8 (Added)**AF FORM 8 - MISSION (A/G - MAV) WORKSHEET**

Examiner's Remarks:

A. Mission Description. The examinee planned, briefed, led, and instructed (list elements) a four-ship, Hi Threat (Checkered Flag) Scenario, opposed, surface attack tactics mission utilizing the IR (EO) Maverick against a simulated hardened Command Post on the South TAC Range in the Goldwater Range Complex. The mission consisted of single-ship takeoff, VFR departure, weapon system check, fence check, G warm-up maneuver, LATN/LATF on VR-231, simulated ground threat reactions, radar and IR missile defenses against F-15 adversaries, low level ingress, multiple high threat Maverick attacks, low level egress, battle damage check, in-flight report, and RTB to Luke AFB for a simulated minimum-risk recovery to a full stop landing. Lt Col Undhjem, 302 FS/CC, was debriefed on the mission.

Weapons Employment:	<u>Ordnance</u>	<u>Attempted</u>	<u>Valid</u>
	AIM-120C	2	2
	AIM-9L/M	2	1

Weapons Scores:	<u>Maverick</u>
	Hit
	Miss

B. Discrepancies:

1. Flight. Area 11. Landings -- Q-debriefed. Examinee
2. EPE. Area 21. Engine malfunctions -- Q-debriefed. Examinee

C. None. *(Delete if D not used.)*

D. Additional Comments. *(Delete Additional Comments section, if you have none). (Quality of Instruction)*

Reviewing Officer's Remarks:

Approving Officer's Remarks:

Additional Reviews:

944 OG/CC _____
 944 FW/CC _____

Attachment 9 (Added)**AF FORM 8 - MISSION (A/G - CAS) WORKSHEET**

Examiner's Remarks:

A. Mission Description. The examinee planned, briefed, led, and instructed (list elements) a two-ship, Hi Threat (Checkered Flag) Scenario, Close Air Support (Killer Scout) tactics mission against simulated enemy forces on the North TAC Range in the Goldwater Range Complex. The mission consisted of a single-ship takeoff, VFR departure, weapon system check, fence check, G warm-up maneuver, LATN/LATF on VR-231, rendezvous with airborne FAC at contact point, simulated threat reactions, low level ingress, multiple high threat attacks, egress, multiple random axis low threat attacks, HAS delivery (directed CAS attacks simulating a Killer Scout utilizing practice ordnance for marks), rejoin, battle damage check, in-flight report, and RTB to Luke AFB for a simulated minimum-risk recovery to a full stop landing. Lt Col Undhjem, 302 FS/CC, was debriefed on the mission.

Weapons Scores:

LALDLAHDHADBHAS

Hit

Hit

Miss

Hit

B. Discrepancies:

1. Flight. Area 11. Landings -- Q-debriefed. Examinee

2. EPE.

Area 21. Engine malfunctions -- Q-debriefed. Examinee

Area 12. Fuel System -- Q-debriefed. Examinee

C. None. *(Delete if D not used.)*D. Additional Comments. *(Delete Additional Comments section, if you have none). (Quality of Instruction)*

Reviewing Officer's Remarks:

Approving Officer's Remarks:

Additional Reviews:

944 OG/CC _____

944 FW/CC _____

Attachment 10 (Added)

AF FORM 8 - MISSION (A/A) WORKSHEET

Examiner's Remarks:

A. Mission Description. The examinee planned, briefed, led, and instructed (list elements) a 6 V 4, CAP v Sweep, Lane Defense Scenario against F-15s simulating a Fulcrum/Flanker threat in the Air-to-Air Range of the Goldwater Range Complex. The mission consisted of a single-ship takeoff, AZARR ARSON SID, weapon system check, G warm-up maneuver, fence check, CAPs utilizing GCI to defend an assigned lane for a 20-minute vulnerability period, multiple air threat reactions and engagements, battle damage check, in-flight report, and recovery to Luke AFB for a simulated minimum-risk recovery to a full stop landing. Lt Col Undhjem, 302 FS/CC, was debriefed on the mission.

Weapons Employment:	<u>Ordnance</u>	<u>Attempted</u>	<u>Valid</u>
	AIM-120C	2	1
	AIM-9L/M	1	1
	Gun	2	1

B. Discrepancies:

1. Flight. Area 11. Landings -- Q-debriefed. Examinee

2. EPE.

Area 21. Engine malfunctions -- Q-debriefed. Examinee

Area 12. Fuel System -- Q-debriefed. Examinee

C. None. *(Delete if D not used.)*

D. Additional Comments. *(Delete Additional Comments section, if you have none). (Quality of Instruction)*

Reviewing Officer's Remarks:

Approving Officer's Remarks:

Additional Reviews:

944 OG/CC _____
944 FW/CC _____

Attachment 11 (Added)

SEFE UPGRADE CHECKLIST

SEFE Candidate _____

		Date	Initials
1. Obtain SEFE Package			
944 OG/OGV Policy Letter Stan/Eval Duties List SEFE Briefing Guides			
2. Regulations Review			
AFI 11-202 Vol 2/ACC Sup 1	Aircrew Standardization/Evaluation Program		
AFI 11-202 Vol 2/944 FW Sup	Aircrew Standardization/Evaluation Program		
AFI 11-2F-16, Vol 2	Evaluation Criteria - Tactical Fighter/Attack/ Trainer/FAC		
AFI 11-215	Flight Manuals Program		
AFI 11-215/ACC Sup 1	Flight Manuals Program		
3. 944 OG/OGV SEFE Test	Score:		
4. Test Procedures			
Generate a Requisite Test			
Grade a Requisite Test			
Record Test Results			
Generate Trend Results			
5. Observe an EPE			
6. Observe a Flight Evaluation			
7. SEFE Objectivity EPE			
8. SEFE Objectivity Flight Eval			
9. 944 OG/CC Briefing			
10. 944 OG/CC Letter			
11. Letter of "X"s Designation			

Signature of Chief, Stan/Eval

Attachment 12 (Added)

VISITING PILOT CHECKLIST

1. SOSM check currency:

Prerequisite:	Date:
Current 1042:	
Egress due:	
Chamber due:	
Inst check due:	
Msn check due:	

2. Stan/Eval:

Requirement:	Date Accomplished:
- CAPs:	
- Local Area Brief:	
- FCIF:	
- Block 30/32 Diff:	
- Engine Diff:	
- MTT(EPs)	

3. SOF Name: _____ SOF Sign: _____

I have been briefed and, I am current to fly.

4. Visiting Pilot Name: _____ Visiting Pilot Sign: _____